generating the control value [[(C_{pre})]] of the predicted torque is generated ~~by means~~ of a second feedback control loop [[(21)]] which uses the objective value [[(Cp_{obb})]] of the potential torque as input.

2. (canceled)

3. (currently amended) The method of claim 1, ~~in which~~ wherein the first feedback loop [[(20)]] calculates an error [[(En)]] of the speed by subtracting an estimated value [[(n_{sti})]] of the current speed from the objective value [[(n_{obb})]] of the speed and calculates the control value [[(C_{ist})]] of the instantaneous torque from the error [[(En)]] of the speed.

4. (currently amended) The method of claim 1, ~~in which~~ wherein the second control loop [[(21)]] calculates an error [[(ECp)]] of the potential torque by subtracting an estimated value [[(Cp_{sti})]] of the current potential torque from the objective value [[(Cp_{obb})]] of the potential torque and calculates the control value [[(C_{pre})]] of the predicted torque from the error [[(ECp)]] of the potential torque.

5. (currently amended) The method of claim 1, ~~in which~~ wherein the first control loop [[(20)]] works on the basis of the evolution of the angular position of the drive shaft [[(15)]], i.e. the variation of the magnitudes involved by the first control loop [[(20)]] is expressed as a function of the angular position of the drive shaft [[(15)]].

6. (currently amended) The method of claim 1, ~~in which~~ wherein the second control loop [[(21)]] works on the basis of the evolution of time, i.e. the variation of the magnitudes involved by the second control loop [[(21)]] is expressed as a function of time.

7. (currently amended) The method of claim 1, ~~in which~~ wherein the objective value [[(RC_{obb})]] of the torque reserve is kept constant.

8. (currently amended) The method of claim 1, ~~in which~~ wherein the objective value [[(RC_{obb})]] of the torque reserve is varied as a function of the occurrence of torque disturbances on the drive shaft [[(15)]].

9. (currently amended) The method of claim 8, ~~in which~~ wherein the objective value [[(RC_{obb})]] of the torque reserve is reduced in the event of torque disturbances on the drive shaft [[(15)]].

10. (currently amended) The method of claim 9, ~~in which~~ wherein the objective value [[(RC_{obb})]] of the torque reserve is reduced in a manner inversely proportional to the intensity of the torque disturbances acting on the drive shaft [[(15)]].

11. (currently amended) The method of claim 8, ~~in which~~ wherein a controller [[(25)]] of the first feedback control loop [[(20)]] is able to estimate the torque disturbances acting on the drive shaft (15).

12. (currently amended) The method of claim 1, ~~in which~~ wherein the objective value [[(n_{obb})]] of the speed and the objective value [[(RC_{obb})]] of the torque reserve are calculated as a function of the point of operation of the engine [[(1)]] and as a function of the external requests reaching the engine [[(1)]].

13. (currently amended) The method of claim 1, ~~in which~~ wherein the gains of controllers [[(25, 26)]] of the first feedback control loop [[(20)]] and the second feedback control loop [[(21)]] are calculated on the basis of the point of operation of the engine [[(1)]].

14. (currently amended) The method of claim 13, ~~in which~~ wherein the gains of controllers [[(25, 26)]] of the first feedback control loop [[(20)]] and the second feedback control loop [[(21)]] are calculated on the basis of the point of operation of the engine [[(1)]] and the gear engaged in a gear change associated with the engine [[(1)]].

15. (currently amended) The method of claim 1, ~~in which~~ wherein the first control loop [[(20)]] controlling the generation of the instantaneous torque is adapted directly to govern the value [[(n)]] of the speed of the engine [[(1)]] and the second control loop [[(21)]] controlling the generation of the predicted torque is adapted to ensure that the first control loop [[(20)]] has sufficient margins to be able to react to the torque disturbances which may occur on the drive shaft [[(15)]].

16. (currently amended) The method of claim 1, ~~in which~~ wherein the objective value [[(n_{obb})]] of the speed and the objective value [[(RC_{obb})]] of the torque reserve are also calculated as a function of the thermal state of the engine [[(1)]].